IS THE WORLD ROUND?

We hope our readers will not think us demented for asking the above question; but Mr. John Hampden (or "Parallax") has recently backed his opinion to the contrary by a sum of five hundred pounds; and an interesting experiment has taken place. This gentleman, in 1865, published a book to prove that the earth is a plane, without motion, and unaccompanied by anything in the firmament anologous to itself. The whole question turns on the convexity of water, for if the earth is a globe, and twenty-five thousand miles in circumference, the surface of all standing water must have a certain degree of convexity; every part must be an arc of a circle, rising at the rate of about eight inches per mile; and in every succeeding mile, eight inches multiplied by the square of the distance. Mr. Hampden says he tried the following experiment:—In the Old Bedford Cambridgshire, a boat and were directed to sail from Canal. Welney Bridge, and remain at Welche's Dam, six miles distant. Mr. Hampden, with a telescope, placed himself in the water as a bather, with his eye not exceeding eight inches above the surface. The flag and the boat down to the water's edge were clearly visible throughout the whole distance, so that he concluded if the surface of the water had risen as above mentioned, he could not have seen the boat at all. We have neither the space ner the inclination to follow Mr. Hampden in the far-fetched theories contained in his volume. Suffice it to say that this gentleman offered to stake five hundred pounds on his theory; and Mr. A. R. Wallace accepted the challenge, offering, in like manner, to stake five hundred pounds upon the issue, and agreeing to "prove the convexity or curvature of the surface of a canal, river, or lake." The spot chosen was that portion of the Old Bedford Canal between Old Bedford Bridge and Welney Bridge, a distance of six miles in a straight line.

The experiment came off March 5, 1870; and an oblong signal, six feet by three, was placed on Old Bedford Bridge, its centre being thirteen feet four inches above the water. At three miles' distance along the canal (we quote from the report of Mr. Carpenter, Mr. Hampuen's referee), a staff was erected, having a red disc of wood one foot in diameter affixed to it, the centre of which was also thirteen feet four inches above the water; and on Welney Bridge, three miles farther, a third signal was placed, reaching the top of the bridge, thirteen feet four inches likewise above the water. The observations were made by means of a large telescope (four-inch object-glass), and also by means of a sixteen inch Troughton level, placed in the same position and height above the water as the large achromatic. On the centre signal-staff there was a red disc, which was allowed to remain nine feet four inches above the water, or four feet lower than the

Now the result was, that in each of these observations, one taken from Welney Bridge, and the other from Old Bedford Bridge, with the large achromatic telescope, the two discs of the central staff appeared in each case above the other bridge, showing that the signal-staff in the centre was higher, and thus proving the convexity of the water. Similar results appeared with the telescope the same position. The umpires, of course, could not agree, and the editor of the Field was called in as referee. He decided that Mr. Wallace, by means of the experiment agreed on, has proved to his satisfaction the "curvature to and fro" of the Bedford Canal to the extent of five feet more or less. He therefore paid Mr. Wallace the one thousand pounds that had been lodged at Coutts' Bank.

Mr. Wallace, in a letter to the Field (April 2, 1870), commenting on Mr. Carpenter's remarks in his report, says that that gentleman objects to the value of the view in the large telescope "because it showed but two points, when a comparison had to be instituted between three;" but he omits to state that the telescope itself was placed accurately at the third point, just as was the spirit-level telescope—to the view shown by which he makes no objection. The views from both extremities of the six miles agreeing so closely, both prove the very great accuracy of the level used; and that it may be depended upon to show that the surface of water does really sink below the true level line in a continually increasing degree as the distance is greater; but the proof of convexity in no way depends on this accuracy, as it was shown still better by the large telescope without a spirit-level. The curvature shown by the large telescope is about five and a-half feet at the middle signal, three miles distant; equal to eleven feet, if measured at the farther signal; and the depression below the cross-hair or true level line being, according to Mr. Carpenter, an equal amount, makes twenty-two feet in all, leaving less than two feet for refraction to bring it to the full theoretical amount. which is something less than twenty-four feet. The three points deviated in a vertical direction very nearly as much as is required by the assumed dimensions of earth, so that we may conclude that the level telescope line is a tangent to a circle, approximately the circle of the earth. Mr. Vernon says, if the telescope in this experiment had been laid exactly at right angles to a plumbline dropped from its centre, it would have been found that the surface of the water three miles off was six feet, and at six miles twenty-four feet, lower than the water at the spot where the observation was made.

Homer considered the world as flat. Mr. Gladstone, in his "Studies of Homer and the Homeric Age," states that in Homer's estimation the form of the world was not circular, but oval, having a shorter diameter from east to west than from north to south. In the map he gives it is in the form of a parallelogram with rounded edges, like the oblong shield then in use. The merit of the discovery of the spherical form of the earth is due to the Pythagoreans, who came to the conclusion from astronomical observations; but it is uncertain whether Pythagoras was himself aware of this truth. It was not received generally in Greece until the age of The Arabs speculated on the spherical form of the globe, and the caliph Almamoun, in 814 A. D., ordered the measurement of a degree in the plains of Mesopotamia, which, at a much later period, was imi-tated by Snellius in Holland, and Norwood in England. The length of degrees of the meridian in different latitudes gives the form and size of the earth. Eleven ares have been measured in Europe, one in the Andes, two in the East Indies. No two of these yielded the same result, showing the slightly irregular form of the earth. Mrs. Somerville, in her "Physical Geography," points out that the dip or depression of the horizon is, in round numbers, a fathom for every three miles of distance; that is to say, an object a fathom or six feet high would be hid by the curvature of the earth at the distance of three miles. Since the dip increases as the square, a hill one hundred fathoms high would be hid at the distance of ten miles. Another up and thoroughly cleaned it is put in the

determining the form of mode of the earth is by the oscillations of the pendulum. Its descent, and consequently its oscillations, are accelerated in proportion to the force of gravitation, which increases from the equator to the poles. Experiments have been made at various places, but no two sets give exactly the same results. The method employed for measuring arcs of the meridian, and that of deducing the form of the earth from the oscillations of the pendulum, are given in the sixth section of Mrs. Somerville's "Connection of the Physical Sciences," eighth edition. Of course, all this will be nonsense to "Parallax;" but we may be well content to leave the matter in the hands of all thinking men. - Chambers Journal,

A New Motive Power.

Emile Lamm, a Frenchman, has introduced to the world a new motive power in the shape of ammonia. This alkaline gas is composed of three parts of hydrogen to two of nitrogen, and is produced in large quantities by many decaying vegetable and animal substances, giving them their odor. It used to be produced by the distillation of horn shavings, and hence gained the popular name of hartshorn. A most important quality of this gas is the facility with which it is absorbed by water. In this vehicle it returns to the earth to nourish vegetation, after having been exhaled by decaying substances, and the same characteristic renders it available as a motive power. The density of the gas is half that of air and of ammoniated water onequarter less than of pure water. The vapor at a heat of 60 degrees exerts a pressure of 100 pounds to the square inch, while water, to give an equivalent in steam, must be raised to 325 degrees. With the same heat, ammonia requires about three times as much room for expansion as steam. This gas has no action upon any of the metals except copper, and on account of the low temperature required will not wear our machinery out like

Speaking of its application to horse cars (on which it has been tried), a writer in the Engineering and Mining Journal says:-Its cheapness, when compared with steam, is owing to the fact that one steam engine, if it could be made to propel one hundred cars with ease, would be much cheaper than one hundred steam engines, each requiring a separate fire and an engineer, beside the regular conductor of the car; but the case is far different with ammonia, as a single engineer at the station can superintend the supplying of two hundred cars with liquefied ammonia in sufficient quantity to run any distance within the limits of a large city, by means of a single fire under the stationhry boiler in which the ammoniacal gas is liquefied. Further, liquefied ammonia can be compared, if I may be permitted the expression, to a bottled-up power, which can remain in a reservoir for months or even years, and be transported anywhere in any desirable quantity; and then, at once, without any further preparation, can be used for any purpose desired; and by the simple turning of a faucet can be made to act as powerfully as when first liquefied. The estimated cost of constructing and erecting machinery necessary to propel twenty-five street cars by ammonia is \$23,500. The cost per day of maintaining liquefying process at station, and of a sixteen-inch Troughton level, placed in | charging twenty-five cars, each car making seventy-two miles per day, is estimated at \$25. The percentage of loss in ammoniacal gas at the Louisiana Ice Manufacturing Company for one year amounts to 25 per cent.

> WELL-PAID WOMEN. - The New York correspondent of the Boston Post writes:-"Workingwomen as a class, that is, shopgirls, stere-girls, etc., are not, of course, so well paid as men, but some receive very good salaries nevertheless. Female telegraphers, for instance, are paid from \$15 to \$20 a week. A first-class sewing-maching operator can earn \$15 a week, though the majority do not earn more than half that. Good female teachers in private and public schools get from \$600 to \$1000 a year. The better class of dressmakers and forewomen in sewing establishments average \$800 or \$900 a year, and some receive as much as \$1200. There are several women employed as book-keepers at salaries of from \$16 to \$20 a week, and their places are just as secure those of men. But all these women have had to learn their business thoroughly. Most of them count enough years to be considered old maids—from twenty-eight to forty-but they have not given up the hope of getting husbands. And can say, from observation, that those who do get husbands make excellent wives. There is no giddiness about them and very little extravagances and the moment they settle over a household they make everything tidy and comfortable and keep it so. I don't know any class of women more desirable as wives for men who want agreeable homes and a chance to save something for a rainy day than the "old maids" of thirty, or thereabout, who have responsible positions as employees in stores and workshops. There are several hundred women in New York who earn more money every year than an equal number of fairly qualified men, and they do not have to work very hard either. But what they do they do well, having learned their calling thoroughly and drilled themselves into system."

CANNING TUETLE.-El Senor Scooffey, as the Mexicans call him, has set up at Guay-mas, in Lower California, a turtle factory, where by a patent process green turtle is prepared for the market so as to keep for any length of time, and survive any amount of transportation. Until recently no such method had been discovered, but the recent arrival in San Francisco of forty dozen hermetically sealed cans, containing each about two and a half pounds of fresh green turtle, in admira-ble condition, showed that the experiment had been at last brought to a satisfactory conclusion. Each can contains enough condensed turtle for soup for from six to eight persons—according to the degree of richness desired. Turtle, as they now come, are as cattle that have been driven many a weary mile, without water or food, to a distant market; the rich fat on which the reptile prides himself when at home is absorbed to meet the requirements of his wasting system, and he becomes lean, flabby, and as an article of food or a table delicacy worthless. Here, right where he waddles lazily out of the sea to bask in the sunshine and enjoy all the contrasts of temperature at his command by continually redipping and basking, Scooffy puts an end to his amusement, hauls him out of his shell, boils him down and labels him. In the manufactory are four large boilers of a capacity of from sixty to seventy-five gallons each, underneath each being an economical furnace for burning wood. Outside is the slaughtering and cleaning yard. Hundreds and hundreds of tenants have been ejected from their houses, and their abandoned tenements lay round in melancholy heaps. When the turtle has been chopped

boilers, with a proper proportion of spices and water, and heat applied, and then there goes up from the simmering caldron an odor such as only a London Alderman or the Lord Mayor of Dublin can properly appreciate. The turtles are caught by the natives out in the deep water, at about noon, or in the hottest time of the day, when the top of the reptile's shell may be seen just peering over the surface of the water as the waves go swashing over it. The men go out in their boats and paddle cautiously up to their prey, and with a swift, strong blow of a short lance or harpoon, pierce his shell and secure him. The line attached to the harpoon is made fast and the struggling and dumbly remonstrating turtle is towed ashore and laid on his back in the slaughter-yard.

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Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

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The WYOMING will sail for Savannah on Saturiay, August 20, at 8 A. M.
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THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

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Salvor, Friday, August 12,
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